

COERCION OF I. R. T. DENIED BY McANENY

Orders for Better Service
Not Menace to Finan-
cial Resources.

SEEK NEW STANDARD

Companies Must Establish
Disability to Meet Such
Demands.

RETURN OF MANHATTAN

Agreement as to Turning
Back of Properties Not
Yet Reached.

The Transit Commission has repudiated any intention of issuing next week against the Interborough Rapid Transit Company service orders for betterment of subway conditions so drastic in character as to exhaust the corporation's resources and drive it for protection into a receivership.

George McAneny, chairman of the commission, was asked yesterday to comment upon the authoritative declaration that the Interborough would seek a receivership rather than submit to the draining of its revenues, either through a service betterment, which it may regard as not yet financially practicable, or through continued efforts to carry the excessive burden of the Manhattan Elevated Railroad lease.

Mr. McAneny declined to do so, but as defining the reasonable and unprejudiced attitude of the commission in the matter of these contemplated service orders for subway relief he referred to the record of his words spoken publicly when he opened the service examination last Monday.

Chairman McAneny at that time said: "The commission is now prepared to go into the general question of the character of the service given by the respective roads, with the double purpose of securing the entry and enforcement of orders improving service as rapidly as may be possible in view of the improvement of financial conditions of the roads, and also in order that the railway companies, at the time when we are concluding our examination of the matter of valuations, shall appreciate how the service of the future will affect their costs, and how, therefore, it will enter as an element in this general subject."

No Coercion Is Meant.
"The commission is anxious it shall be perfectly understood, particularly by the companies, that it has not introduced this general subject at this time as a measure of coercion or as a threat of pressure to be brought against the companies while they are considering these matters. On the contrary, the improvement of the service of the roads is and has been from the beginning a prime consideration."

"Whether the companies enter the commission's plan or not, the same standards of service will be set up and the same measure of compliance with those standards will be enforced, just as far as the commission possesses legal power to compel enforcement."

"During the earlier months of the present inquiry conditions existed that were notorious in the matter of financial inability of the companies to do this, that or the other thing. For the fiscal year ending June 30, 1921, the combined deficits in the operation of the lines, after payment of their operating costs and allowing for their bond interest and tax obligations, amounted approximately to \$17,000,000. During that period, of course, enforcement orders requiring the expenditure of funds that were not in existence would have been of little value."

"That condition is changing, and for the future the commission desires it to be understood, and it will make it so clear that it cannot fall of understanding, that the highest standards of operating service are going to be exacted; that while we are bent upon a reorganization of the system that will improve its physical condition and that will be susceptible of extension, at the same time we are bent upon the best kind of train and car service that the lines can give. With that object in view there has been prepared a standard set of operating principles toward which the operating companies would be expected to move as rapidly as their means might permit."

Attitude Is Indicated.
Attention was directed particularly toward the final qualifying phrase of

the above sentence as indicative of the commission's probable attitude when the Interborough's officers confront it next Wednesday to show cause why greatly improved service should not be given immediately, especially during non-rush hours of each day when, as has been shown, the present service in many instances is inadequate even to normal traffic. Mr. McAneny, speaking for the commission, also said publicly last Monday:

"The service orders that we expect to put forward and upon which hearings will be held should properly lay the burden of proof upon the companies. We propose certain improvements of service, propose to exact certain things. Anything to the effect that they (the companies) are unable to meet those orders is part of the proof they must produce—I mean the burden of proof of their financial inability."

An unsigned typewritten statement ostensibly emanating from the office of the Manhattan Railway Company, 145 Broadway, was sent yesterday to newspapers denying some of the details of the authoritative story of the Interborough's efforts to free itself from the incubus of the Manhattan "L" lease. This statement said, in part:

"Representatives of the Manhattan company have had negotiations with representatives of the security holders of the Interborough company, but these negotiations have been on a basis wholly different from the negotiations reported in the newspapers, and up to the present time the parties have not come to any agreement."

"We understand that the Interborough company has been advised that if the Manhattan company's properties are returned to it, the Manhattan company will be liable in some amount for the improvements, but the Manhattan company and its counsel entertain a different view."

Prosperity Seen Ahead.
"It is estimated by engineers that the properties of the Manhattan company, if returned to the Manhattan company and operated separately, will earn in the future a substantial sum over and above the amount necessary to pay operating expenses, taxes and interest charges, and that while the amount so earned in the immediate future will be less than the 7 per cent. dividend on the Manhattan stock, this amount will constantly increase."

An officer of the Interborough Rapid Transit Company, who, when read last night the letter purporting to come from the office of the Manhattan company confirmed the accuracy of the story published yesterday by The New York Herald, "The Interborough," he said, "has decided to default on the interest payments on the lease which falls due on March 31. In the terms of agreement it is specified that, in the event of such default, the elevated lines of the Manhattan are to be returned to that company at a price to be agreed upon. The Interborough's price is, as stated by the newspapers, \$10,000,000. It is, of course, true, again as stated, that the Manhattan has not agreed to that price."

The Citizens Union, by a resolution voted by its board of directors, has endorsed the amendments to the transit act now pending in the Rules Committee of the Legislature. One of these amendments empowers the Transit Commission, in the event of a rupture of the Manhattan's lease to the Interborough, to compel continuous service over interlocking lines of the two companies, as at present.

**DIPLOMAT'S CAR GAINS
PIER JUST IN TIME**

**Senior Peset Shipped It From
Washington March 1.**

Senor Federico A. Peset, Peruvian Ambassador to the United States, departed yesterday for the Pacific line Essequibo with his family on a two months leave of absence.

The Ambassador was met in a tranquil mood, because an automobile which he had shipped March 1 to the ship from Washington had not arrived. At the last moment, however, the automobile rolled on to the pier and was hoisted on board.

Others on board were Miss Mercedes de la Barra, sent here by the Peruvian Government to study in Notre Dame University; Mr. and Mrs. Henry S. Sharo of Philadelphia; C. A. de Lima, vice-president of the Battery Park National Bank, and Mr. and Mrs. Sproule Braden.

**MORE SCOUT MASTERS
NEEDED IN MANHATTAN**

**Local Council Will Launch
Drive to Obtain Them.**

Manhattan Council, Boy Scouts of America, soon will start a campaign to obtain more scoutmasters. When these have been enlisted another drive will be launched for additional scout troops. The real problem, it was said, lies not in getting the troops, but in getting scoutmasters necessary to train them. Capt. James H. Beard, scout executive for Manhattan Council, has urged that members of the National Guard, American Legion, college alumni associations, club members and men in the employ of big corporations volunteer for service as scoutmasters.

There are approximately 200,000 boys between the ages of 10 and 20 on Manhattan Island, and about 6,000 Boy Scouts. It is thought that at least 150,000 of these 200,000 boys should be available for scout troops.

FORD'S PLEA IN RAIL LEASE WITHDRAWN

Protests by Stockholders of
Detroit, Toledo and Iron-
ton Prompt Move.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., March 11.
Henry Ford's petition, long pending before the Interstate Commerce Commission, asking authority to lease the Detroit, Toledo and Ironton Railroad to the Detroit and Ironton Railroad Company, has been dismissed by the commission because Mr. Ford did not desire to press the proceedings at this time, officials announced to-day.

Officials of the commission said the action taken did not mean that Mr. Ford's petition had been denied. They asserted that Mr. Ford had formally requested that the entire matter be dropped. Mr. Ford's request followed the filing of protests by minority stockholders of the Detroit, Toledo and Ironton, who set forth in their argument that Mr. Ford sought to deprive them of the profits accruing to their stock holdings in that road.

Mr. Ford owns the majority of the stock in the railroad. After acquiring those holdings he later acquired full control of the Detroit and Ironton Railroad. Some time ago the Interstate Commerce Commission acted favorably upon other petitions filed by Mr. Ford providing for improvements and better terms and for the issuance of securities of the Detroit, Toledo and Ironton Railroad.

The dismissal by the Interstate Commerce Commission of the application of the newly formed Detroit and Ironton Railroad Company to lease and operate the 454 mile line of the Detroit, Toledo

and Ironton Railroad thwarts what is charged to be an attempt by Henry Ford, who in association with members of his family owns 98 per cent. of the latter's stock, to freeze out its minority shareholders, according to counsel for Leon Tannenbaum and Benjamin M. Strauss, two stockholders who fought approval of the lease before the commission and have pending in the New York courts a restraining injunction.

Widespread interest in the case was aroused owing to Mr. Ford's well known aversion to having partners in his enterprises and his recent public assertions that the "unproductive stockholders" in railroads, meaning those not actually engaged in their management and operation, should be eliminated.

Mr. Ford acquired ownership of the D. T. and I. over a year ago when New York lawyers, representing an unknown buyer, induced all but 2 per cent. of its security holders to accept \$5 a share for its preferred stock, \$1 for its common and \$50 for each \$1,000 face of its adjustment mortgage bonds. Acting for Messrs. Strauss and Tannenbaum, who declined to sell at these prices of twice the open market value

of the securities, Alexander L. Strouse of the law firm of Frank, Well & Strouse later sought an injunction in the New York State court against the lease of the road to the new company on the ground that its chief and only purpose was to get rid of the minority shareholders.

The Ford interests applied to the Interstate Commerce Commission for approval of the issue of \$1,000,000 of capital stock of the Detroit and Ironton Railroad Company, the proceeds of which were to be used for construction of a fifteen mile railway in Wayne county, Michigan. The Commission granted this application last summer but reserved decision on the part of the petition in which the new Ford-owned company sought authority to lease the D. T. and I. The dismissal indicates that Mr. Ford may have decided to yield ground in the matter of the lease.

The D. T. and I. has turned operating deficits into surpluses since its change of ownership a year ago, according to earnings reports filed with the Interstate Commerce Commission. Tremendous economies in the manufacture of Ford automobiles have been made possible in the road's operation.

HOSPITAL ACCUSED BY MOTHER OF GIRL

Long Island College Institu-
tion Sued for \$100,000 Af-
ter Child Is Diseased.

Charging that through the "gross negligence" of the Long Island College Hospital, in Brooklyn, her daughter, Elizabeth, 10, became infected with a dread disease, Mrs. Elizabeth McEnery of 67 Carlton avenue, Brooklyn, has begun a suit in the Supreme Court against the institution to recover \$100,000 damages.

Henry McClelland, counsel for Mrs. McEnery, stated that the child was one of four children similarly infected and that in all probability the parents of the other three also will sue the hos-

pital. The papers in the case contend that the girl was taken to the hospital for an operation to have her neck straightened and that she with the other three sound children was placed in the ward with the diseased child.

The four sound children are alleged to have been washed by a negro servant at the hospital in a basin used for washing the diseased child without the basin having been sterilized.

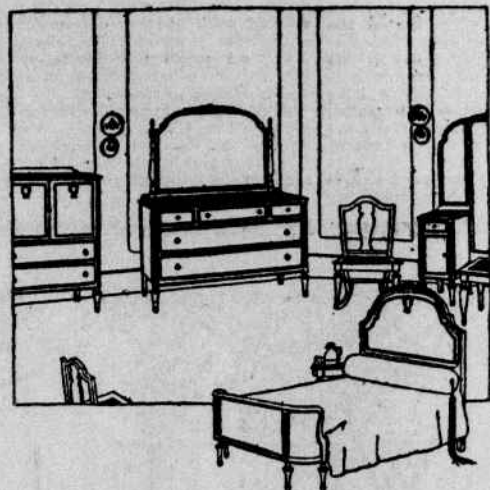
"When my daughter entered the hospital she was free of any and all disease," said Mrs. McEnery in her affidavit. "She contracted this disease through the gross negligence of the defendant. A patient was taken into the ward who had the disease in its most virulent form. This patient was placed in the same ward with four other children."

"The defendant was also negligent in supplying incompetent internes and nurses, who instead of themselves doing the work of doctors and nurses permitted the said servant to perform such duties." Percy S. Dudley, president of the Long Island College Hospital, stated that he had not yet had an opportunity to consult counsel, and no statement would be made in behalf of the hospital until the answer to the complaint is filed.

5th Avenue

James McCreery & Co.

34th Street



"Master-Made" Dining Room and Bed Room Suites

There is a dignity of line, a refinement of style and a beauty of finish in these suites which one would naturally associate with a high price. They are typical "Master-Made" products at a McCreery value—Quality at a Low Price.

Four-piece Chamber Suite, illustrated above, in Ivory or Gray Enamel, including 54-inch Dresser, Chiffonade, 46-inch Vanity Case and Bow End Bed. **39.00**

Ten-piece Dining Room Suite, illustrated below, in dusty Walnut, Buffet, Silver Cabinet, Side Table, Extension Table, five Side Chairs and one Arm Chair. **595.00**

Ten-piece Queen Anne model Dining Room Suite, in combination Mahogany. **247.50**

Ten-piece Queen Anne model Dining Room Suite, combination Walnut. **295.00**

Ten-piece Queen Anne model Dining Room Suite, combination Mahogany. **375.00**

Ten-piece Queen Anne model Dining Room Suite, dusty Walnut. **450.00**

Ten-piece Italian model Dining Room Suite, in combination Walnut. **395.00**

Four-piece Queen Anne model Chamber Suite. **225.00**

Four-piece Louis XVI. model Chamber Suite, Walnut, Ivory or Gray Enamel. **295.00**

Four-piece Louis XVI. model Chamber Suite, combination Walnut. **350.00**

Four-piece Queen Anne model Chamber Suite, combination Walnut. **267.50**

Seven-piece Louis XVI. model Chamber Suite, Mahogany or Gray Enamel decorated. **575.00**

(Seventh Floor)



Ten-piece dusty Walnut Dining Room Suite. **595.00**

Extraordinary Sale! 6000 All Wool Blankets

(4 inch Bar Border)

formerly 7.00 **4.95** each

In Army Brown and Oxford Gray
Suitable for Camps and Summer Homes

There is nothing like a cozy blanket to wrap up in and be comfy when the wind is howling drearily just outside your tent flap or sleeping porch. A colored blanket serves innumerable purposes. When it's a bit chill and you are sitting around the camp fire, it is a blanket you'll swathe about you. When there is hiking to be done it serves as a duffle bag as well as a covering. On the beach it is always in use, and when you are canoeing, yachting or motoring, it

is just the thing to have at hand in an emergency as an extra blanket robe or any other of its countless uses.

Owing to the advancing prices of wool, this incomparably low figure for an All Wool Blanket cannot be maintained after this sale. All are fresh and new, snug and warm—unquestionably McCreery standard quality.

Army Brown Blankets. 64x84 inches
Oxford Gray Blankets. 66x84 inches

(Second Floor)

McCreery Quality Linens

These linens are a happy combination of the purest quality at a reduction from a low sale price. This makes it more desirable to purchase linens than any other fabric, for though their cost is little more they give many more years of service.

Irish All Linen Satin Damask Table

Cloths—

70x70 inches.....each, 3.75

70x88 inches.....each, 4.75

Table Napkins to match.....doz., 5.00

Irish All Linen Table Damask, 70 inches

wide.....doz., 1.75

100 doz. Irish All Linen Table Napkins,

odd patterns, to close out at Half Former

Prices.....doz., 5.25 and 7.50

Hemmed Cotton Huck Towels.....doz., 1.75

Hemstitched Cotton Huck Towels.....

doz., 2.75

All Linen Scotch Huck Towels, hemmed.....

doz., 4.90

Irish All Linen Huck Towels, hemstitched.....

doz., 6.00

Turkish Bath Towels.....doz., 2.90

Turkish Bath Towels.....doz., 5.75

Irish All Linen Glass and Pantry Towels.....

doz., 6.00

(Second Floor)

March Sale Housewares

This is the continuation of the McCreery March Sale of Housewares, in which the homemaker may secure only utensils of unquestionable quality (they last and withstand wear) at a great reduction.

Vollrath Triple Coated, White Enamel lipped Saucepan; 3-quart capacity. 75c

Mirro Aluminum covered Saucepan; 3-quart capacity. 89c

Pyrex Pie Plate in heavily nickel-plated brass frame; 9 inches in diameter. 2.95

O-Cedar Polishing Mop, Triangle shape. 75c

Aluminum Coffee Percolator. Colonial design; 6-cup capacity. 95c

Kreamer White Enamel T-Flo Canister, 25 lb. capacity. 2.35

White Tar Garment Bag; keeps clothes free from moths, metal hangers, airtight closing device; overcoat size 30x50 ins. 95c

Wall Coffee Mill with glass canister. 1.25

Crystal Electric Washing Machines 59.50

Now being sold the country over for 119.00

The selection of the materials and the details of the construction of this machine were designed to insure durability and long, efficient service. It washes laundry for six in 15 minutes, spot-lessly clean. We are able to supply parts for this machine at any time.

(Sixth Floor)

This Is Domestic Rug Week Featuring Fine Rugs at Special Low Prices

If you have been planning your spring renovations you will find this rug sale particularly opportune. Hundreds of rugs have been taken from our regular stock and reduced in price for this event.

This fact guarantees their quality and provides a wide variety in weave, color and design. They are rugs you will take pleasure in possessing because of their decorative beauty and assured durability.

Worsted Wilton Rugs 9 x 12 ft. or 8.3 x 10.6 ft. 94.00

Reduced from 120.00 to 125.00, these rugs are a wonderful value. Such lustrous yarns and rich coloring cannot be reproduced in a lower priced rug.

Seamless Wilton Rugs 9 x 12 or 8.3 x 10.6 ft. 75.00

Advertised recently at a much higher price, this is an opportunity to purchase a well-known standard rug in a variety of colors and designs at a real saving.

Royal Axminster Rugs 9 x 12 ft. 42.50

Rugs of a superior quality in attractive patterns and of great durability.

Royal Wilton Rugs size 6x9 ft. 49.75

A useful size for a small dining or living room.

Seamless Velvet Rugs size 9x12 ft. 33.00

This group is offered at less than cost price to close out.

(Eighth Floor)

CLEARANCE SALE

SPORT DRESSES

\$15.00 to \$50.00

Reduced From

\$25.00 to \$95.00

HATS

\$5.00, \$10.00 and \$15.00

Formerly Up To \$25.00

SWEATERS and BLOUSES

\$5.00 and up.

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